Amendments To The Specification:

In the English translation document, please delete the term --Description-- at page 1, line 1.

In the English translation document, please add the paragraph at page 1, line 5, after the title, as follows:

--CROSS REFERENCE TO RELATED APPLICATIONS

This application is the US National Stage of International Application No. PCT/EP2005/050492, filed February 4, 2005 and claims the benefit thereof. The International Application claims the benefits of German Patent application No. 10 2004 015 836.3 filed March 31, 2004. All of the applications are incorporated by reference herein in their entirety.--

In the English translation document, please add the section heading at page 1, line 5, after the newly added CROSS REFERENCE TO RELATED APPLICATIONS section with the new section heading, as follows:

--FIELD OF THE INVENTION--

In the English translation document, please insert the section heading at page 1, line 16, as follows:

--BACKGROUND OF THE INVENTION--

In the English translation document, please insert the text at page 2, line 25, as follows:

--A method for operating a three-way catalytic converter is known from DE 101 03 772 A1, wherein said catalytic converter includes an oxygen-storing component which has a minimum and maximum filling level for oxygen. The three-way catalytic converter is disposed in an exhaust gas line of an internal combustion engine. The air/fuel mixture supplied to the engine is regulated in such a way that the filling level of the oxygen-storing component in the catalytic converter is kept within a mean setpoint range between the minimum and maximum filling levels. Drifting of the filling level out of the setpoint range is checked in a test phase in such a way that the filling level is increased or lowered relative to the instantaneous initial value

by short-term reduction in richness or enrichment of the air/fuel mixture supplied to the engine by a certain amount and immediately returning to the initial value by a short-term opposing change in the air/fuel mixture. In the event of a breakthrough of lean or rich exhaust gas through the catalytic converter during the test phase, the air/fuel mixture is briefly enriched or reduced in richness in the form of a correction step in order to correct the air/fuel mixture supplied to the engine.

US 6,253,542 B1 discloses an air-fuel mixture control in an internal combustion engine which comprises a post-catalyst exhaust gas sensor. If the measurement signal of the post-catalyst exhaust gas sensor is outside a predefined acceptable range, a proportional parameter of the control is set as a function of the measurement signal.

Methods for adjusting an air/fuel ratio in an internal combustion engine are also known from DE 100 28 570 A1 and DE 43 22 341 A1, said methods in each case having oxygen sensors which are disposed downstream of a catalytic converter.--

In the English translation document, please insert the section heading at page 2, before line 26, as follows:

--SUMMARY OF THE INVENTION--

In the English translation document, please insert the text at page 4, line 13, as follows:

--The mass of fuel to be metered-in on a one-time basis is determined as a function of a gradient of the measurement signal of the post-cat oxygen sensor. The gradient is a very good indicator of the state of the three-way catalytic converter and therefore as to whether a slight or severe oxygen overflow is present. In this way, the stored oxygen remaining in the three-way catalytic converter after metering-in of the mass of fuel to be metered-in on a one-time basis can be very precisely adjusted.

Alternatively or in addition, the mass of fuel to be metered-in on a one-time basis can be determined as a function of a minimum measured value of the measurement signal, while the measurement signal of the post-cat oxygen sensor is characteristic of at least one predefined

residual oxygen component. The minimum measured value is a very good indicator of the state of the three-way catalytic converter and therefore as to whether a slight or severe oxygen overflow is present. In this way, the stored oxygen remaining in the three-way catalytic converter after metering-in of the mass of fuel to be metered-in on a one-time basis can be very precisely adjusted.--

In the English translation document, please delete the text at page 5, line 6, as follows:

--According to another advantageous embodiment of the invention, the mass of fuel to be metered-in on a one-time basis is determined from an estimated value of the current oxygen storage capacity by means of a physical model of the three-way catalytic converter. In this way, the stored oxygen remaining in the three-way catalytic converter after metering-in of the mass of fuel to be metered-in on a one-time basis can be very precisely adjusted.

According to another advantageous embodiment of the invention, the mass of fuel to be metered-in on a one-time basis can be determined as a function of a gradient of the measurement signal of the post-cat oxygen sensor. The gradient is a very good indicator of the state of the three-way catalytic converter and therefore as to whether a slight or severe oxygen overflow is present. In this way, the stored oxygen remaining in the three-way catalytic converter after metering-in of the mass of fuel to be metered-in on a one-time basis can be very precisely adjusted.--

In the English translation document, please insert the text at page 6, line 32, as follows:

--The mass of fuel reduced on a one-time basis is determined as a function of the gradient of the measurement signal of the post-cat oxygen sensor.

Alternatively or in addition, the mass of fuel reduced on a one-time basis can be determined as a function of a maximum value of the measurement signal, while the measurement signal of the post-cat oxygen sensor is characteristic of at least one predefined residual oxygen component.--

In the English translation document, please delete the text at page 7, line 17, as follows:

--According to another advantageous embodiment of the second aspect of the invention, the mass of fuel reduced on a one-time basis is determined as a function of the gradient of the measurement signal of the post-cat oxygen sensor.

According to another advantageous embodiment of the second aspect of the invention, the mass of fuel reduced on a one-time basis is determined as a function of a maximum value of the measurement signal while the measurement signal of the post-cat oxygen sensor is characteristic of at least one predefined residual fuel component.--

In the English translation document, please insert the section heading at page 7, line 28, as follows:

--BRIEF DESCRIPTION OF THE DRAWINGS--

In the English translation document, please insert the section heading at page 8, line 13, as follows:

--DETAILED DESCRIPTION OF THE INVENTION--